



Blake Trask, Chair
Max Hepp-Buchanan, Vice Chair
Ann Boyd
Allegra Calder
Jodi Connolly
Matthew Crane
Sean Cryan
Gabe Grijalva
Kelsey Jones-Casey
Neal Komedal
Liz Nixon
Jean White

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: October 5, 2011 / 6:00 p.m. – 8:00 p.m.
Chair: Blake Trask
Vice Chair: Max Hepp-Buchanan
Recorder: Jean White
Location: Seattle City Hall, L280

Minutes Distribution List:

See Attachment A

Members Present:

Jodi Connolly; Matthew Crane; Sean Cryan; Max Hepp-Buchanan (Vice Chair); Liz Nixon; Blake Trask (Chair); Jean White

Members Absent:

Allegra Calder; Ann Boyd; Gabe Grijalva; Kelsey Jones-Casey; Neal Komedal

Guests:

Seattle City Councilmember Sally Bagshaw; Councilmember Tom Rasmussen; Sandra (Sam) Woods, Seattle Dept. of Transportation (SDOT); Doug Cox, SDOT; Charles Brookman, SDOT; Devor Barton, Seattle Pedestrian Advisory Board (SPAB); Tom Fucoloro, Seattle Bike Blog; Merlin Rainwater; Eli Burnham; Michael Snyder (Cascade Bike Club Board); Doug Beeman; Dylan Ahearn (Beacon Bikes); Luke Lamon (Alta Planning & Design); Allan Gown

MEETING CALL TO ORDER

- Meeting was called to order at 6:00 p.m. by Blake Trask.

PUBLIC COMMENT

- Councilmember Sally Bagshaw reported on a recent Greenways Workshop. Portland's "back street boys" Mark Lear and Greg Raisman came to share their good ideas and experience with building greenways in Portland. They did a ride around Wallingford's proposed greenway route. We learned from Portland that greenways are a network for pedestrians, bikes and cars that increase safety for all users. They can also create a network between schools, parks, stores, etc. The City of Portland sold it to the public as low volume roads. Councilmember Bagshaw has proposed that two full time employees be added to Seattle's 2012 budget in SDOT and Parks to work with neighborhoods to develop greenway networks. Councilmember Bagshaw asked SBAB members if they support this proposal. It would be an overlay to the Bicycle Master Plan.
- Councilmember Tom Rasmussen added that greenways are mentioned in the Bicycle Master Plan and they help to reduce conflict between road users which is

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impacts which actions by the city may have upon bicycling; and shall have opportunity to contribute to all aspects of the city's planning processes insofar as they relate to bicycling.

-City Council
Resolution 25534

- much needed now. Councilmember Rasmussen thanked Councilmember Bagshaw for her work on promoting greenways. There are always tradeoffs to be made during the budget process and SDOT is facing cuts. Added to Councilmember Bagshaw's question, what might be a lower priority in the Bike Master Plan to implement if there is a need for tradeoffs?
- Councilmember Rasmussen also reported that he is serving on a statewide transportation group "Connecting Washington" created by the Governor on how to fund transportation needs. Questions about tolling, bikes, public health have come up. Some members are really opposed to state funding for bikes, one member thinks that all trails should be privately funded. Councilmember Rasmussen urged SBAB and meeting attendees to take the survey on the State's transportation system www.voiceofwashingtonsurvey.org. Hope for a 2012 funding proposal is fading, but he is still hoping for it. We need allies in Olympia. Councilmember Rasmussen also shared that he successfully asked for a bike track to be added to steep stairs being built at Spokane and 60th.
- Comments by SBAB members & guests
 - Blake Trask said that these questions are timely since SBAB will be meeting with Seattle Councilmembers on the budget this month.
 - Matt Crane said that he attended the greenway workshop and was persuaded that greenways increase safety for all road users and are cheaper than cycle tracks.
 - Councilmember Bagshaw added that Portland's car wrecks are down dramatically – they have 1/6 of accidents of national average.
 - Jodi Connelly said that connections are important. Greenways are great, but it is critical to have good intersections. Cyclists can feel dropped by bike facilities at intersections.
 - Blake Trask said that Portland isn't an island of neighborhoods like Seattle. We need to make the connections between those neighborhoods.
 - Councilmember Bagshaw said that she supports buffered bike lanes.
 - Jean White said that she likes Councilmember Bagshaw's proposal for two full-time employees to work on greenways. What to tradeoff is a harder question – fewer sharrows.
 - Max Hepp-Buchanan supports greenways. Don't put in miles and miles of sharrows. Should focus on better facilities. Seattle's challenge it is less of a grid system. Greenways need to help us get from point A to B.
 - Liz Nixon said that she works at Bike Works and finds that a lot of people are scared to bike due to traffic. Greenways would help this. Bike facilities need signage at their end points – avoid dropping riders.
 - Sean Cryan said that we need to revisit SBAB's list of priorities. It includes some cycle tracks, greenways and some big projects like improving the Ballard Bridge.
 - Blake Trask added the SDOT has a lot of opportunities to build great bike facilities through its complete streets policy. Dexter is now one of the city's best facilities and it was done through a repaving project. Should look for more opportunities to piggy back bike improvements on other projects.
 - Charlie Brookman said that Dexter is the best example of the complete streets policy to date and that Capitol Hill will be another good example.
 - Devor Barton added that greenways are good for pedestrians too – that point is sometimes lost.
 - Merlin Rainwater said that Portland's safety data is great. We need to get the word out that all road users are protected by greenways. They free up the streets for those that need to use cars, for emergency vehicles and trucks. We should look at other hilly cities in Europe for lessons learned.

- Dylan Ahearn said that he is comfortable using the city's current bike facilities, but they don't work for his 8 year old son. Need facilities that work for a majority of users. Greenways are Portland's #1 tool.
- Councilmember Rasmussen said that education is really needed. The City can provide this education, but non-governmental organizations can help as well. There is a lot of confusion – people don't understand bike facilities/road markings. Portland emphasized outreach to public. We can learn from them. Asked how the situation at Mercer and 6th happened? How did we lose part of the grid for biking? Met with SDOT and emphasized the need for following the Complete Streets policy. Not all the money for greenways needs to come from SDOT's budget.
- Blake Trask asked if it was urban legend or has Seattle Parks funded more bike trails than SDOT historically? Councilmember Rasmussen answered that it is true, trails were included in the Seattle Parks Levy.
- Councilmember Bagshaw pointed to the Bands of Green Study to connect the Olmsted Parks. The vision was to connect parks via low volume roads versus arterials. Greenways are good for public safety, neighborhood connectedness and public health. Complemented SDOT staff on Dexter and improvements on 34th in Fremont.

PRESENTATIONS

Topic: SDOT's 2012 Budget

Presenters: Charlie Bookman (SDOT) and Lenda Crawford (SDOT)

Purpose: Provide a briefing on the Mayor's proposed 2012 Budget for SDOT

Findings / Critical Points:

- This is the second year of a two-year budget cycle. There was a Seattle City Council briefing on the Mayor's proposed SDOT budget on October 3.
- SDOT has serious funding challenges. Its budget comes from sources in the general fund which are declining due to the economy such as the state gas tax and sales tax. SDOT has had four reductions in the last four years.
- Proposition 1 is on the ballot for November 8. If it passes, there will be \$20M/year which would help, but would not fill all of the gaps in funding. Proposition 1 funding is divided up as:
 - 30 percent safety/maintenance
 - 20 percent bike/pedestrian improvements
 - 50 percent transit improvements.
- The Mayor's proposed budget does not include Proposition 1 funding.
- SDOT's proposed budget includes:
 - **Bike Master Plan: \$5.5M** (Compared to 2010 \$4M budgeted and in 2011 less than \$4M budgeted). Funding for the Bike Master Plan is actually down from previous years because the \$5.5M amount includes previously funded projects carried over from past years.
 - **Pedestrian Plan: Almost \$10M.** Is 3 percent of SDOT budget. (Compared 201 \$9M and 2011 \$7M)
 - **Neighborhood Plans: \$4M**
- The Council can direct SDOT to do less implementation of the Bike Master Plan and do more Greenway implementation which is why Councilmembers Bagshaw and Rasmussen are seeking SBAB's advice.

- Budget versus need: to fully implement the Pedestrian Plan would cost \$3 billion; to fully implement the Bike Master Plan would cost \$240M (\$15M spent to date); hundreds of bridges, stairs and roads need to be repaired.
- Greenways and intersections are expensive but require lots of meetings and planning.

SBAB Comments/Recommendations:

- Blake Trask thanked Charlie Bookman for the clearest presentation and background materials on SDOT's budget SBAB has ever had and requested electronic copies of his materials.
- SBAB members discussed that they would like to see SDOT looking for more opportunities to piggy-back bike improvements on other road projects as was done with the Dexter repaving project. SBAB would like to see more bike lanes and high quality bike facilities and fewer sharrows.
- SBAB members noted that Greenways benefit all road users and neighborhoods and expressed concern that all the funding for Greenway improvements might come out of Bike Master Plan funding. SBAB asked that SDOT and the City Council to think more broadly about how to fund Greenways work (e.g. Neighborhood matching funds, Pedestrian Master Plan implementation funding, Parks Levy, drainage funding).
- SBAB members still agree with previously set priorities for implementing the Bike Master Plan and believe it is important to advocate for updating of the Bike Master Plan.
- SBAB will write a letter to Seattle City Council expressing support/enthusiasm for greenways, but asking them to think more holistically about how to fund greenway implementation and reiterating SBAB's previously approved priorities for implementing the Bike Master Plan. The letter can be used for SBAB's upcoming meetings with Seattle City Councilmembers on SDOT's budget. SBAB members will review/edit the letter via email.

Topic: SDOT 2012 Bike Master Plan Implementation Update

Presenters: Sam Woods (SDOT) and Doug Cox (SDOT)

Purpose: Provide an update on planning and current projects

Findings / Critical Points:

- Sam Woods shared that information about an Open House on October 5 for Safety Improvements Coming to S. Myrtle/Othello Street. Said that over 80 percent of road users go over the 30 MPH speed limit. Improvements will cost \$700,000 and are funded through the Neighborhood Street Fund. Described what the improvements will entail (reductions in car lanes, parking consolidation, curbs and uphill bike lanes). Offered to share the Powerpoint presentation of the project with SBAB for their comments.

SBAB Recommendations:

- Members noted that the proposed improvements will not address the difficult intersection crossings at MLK and Rainer. Sam Woods suggested that the SBAB could ask SDOT to set a goal in Bike Master Plan implementation to improve a certain number of intersections per year. This has not been in the workplan for SDOT.

Topic: SBAB check-in

Purpose: Review Seattle Bicycle Advisory Board accomplishments for 2011, and discuss next steps for the Board

Findings / Critical Points:

- Blake Trask shared that a number of appointments have been made to brief Seattle City Councilmembers on SBAB priorities/SDOT budget. Check dates via email and sign up for which meetings you can attend.
- SBAB's Bikeability Tour is scheduled for October 22 at 11AM. Councilmembers Rasmussen, O'Brien and Bagshaw all plan to attend. Discussed potential routes.
- Mayor's Road Safety Summit is scheduled for Monday, October 24. Look for more details over email.
- Jodi Connolly reported that she and Gabe Grijalva have been working on the issue of accident reporting, trying to compile what is the advice out there from bike groups and the Seattle Police Department for when bikers should call 911 to report an incident. Researching how the reports are logged and used. Could lead to a presentation by the Seattle Police Department to SBAB.
- Blake Trask said that a fact sheet of protocols would be useful.

MEETING ADJOURNMENT

Blake Trask adjourned the meeting at 8:00 p.m.

ATTACHMENT A

October Meeting Minutes Distribution List:

Michael McGinn, Mayor, City of Seattle

Rebecca Deehr, Strategic Advisor for Policy and Outreach, Office of the Mayor

City Councilmember Tom Rasmussen, Transportation Committee Chair

Peter Hahn, Director, Seattle Department of Transportation (SDOT)

Sam Woods, Manager, Bicycle, Pedestrian & Neighborhood Program & Project Development, SDOT

Allie Gerlach, SDOT Communications

Diane Sugimura, Director, Department of Planning and Development (DPD)

Bernie Agor Matsuno, Interim Director, Department of Neighborhoods (DoN)

Doug Cox, Assistant Transportation Planner, SDOT Liaison

Luke Korpi, Acting Traffic Operations manager, SDOT

Brian Kemper, Interim City Traffic Engineer, SDOT

Meeting Presenters: Charlie Bookman, SDOT; Lenda Crawford, SDOT; Seattle City Councilmember Sally Bagshaw; Seattle City Councilmember Tom Rasmussen

City of Seattle Council Transportation Committee Members

City of Seattle Neighborhood District Coordinators

Seattle Bicycle Advisory Board (SBAB) Board Members

Individual Meeting Attendees